

MONTANA HIGHWAY PATROL-Fatality Crash Information
From January 1, 2017 to July 31, 2017

Table 1: Digest	2015		2016		2017		Percent Change	
	Crashes	Deaths	Crashes	Deaths	Crashes	Deaths	Crashes	Deaths
INTERSTATE	13	13	16	21	18	23	12.50%	9.52%
PRIMARY	42	46	32	33	37	40	15.63%	21.21%
RURAL	25	27	30	32	25	26	-16.67%	-18.75%
SECONDARY	14	16	14	14	12	12	-14.29%	-14.29%
URBAN	6	6	6	6	4	4	-33.33%	-33.33%
Total	100	108	98	106	96	105	-2.04%	-0.94%

In this report, Percent Change columns reflect the change between the latest two years.



What to Do During a Tire Blowout

1. Hold the steering wheel tightly & keep the vehicle going straight.
2. Slow down gradually. Take your foot off the gas pedal & use the brakes lightly.
3. Do not stop on the road if possible. Pull off the road in a safe place.





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CONFIRMED as of Jul 1st Jan 1 to Apr 30	2015		2016		2017		Percent Change	
Table 2: Category Stats	Crashes	Deaths	Crashes	Deaths	Crashes	Deaths	Crashes	Deaths
Total for Time Period	33	34	49	53	35	38	-28.57%	-28.30%
Alcohol a Factor**	18	19	21	24	13	15	-38.10%	-37.50%
Drugs a Factor**	10	10	15	16	14	16	-6.67%	0.00%
Speed a Factor	10	10	8	10	15	17	87.50%	70.00%
One Vehicle Crashes	22	23	37	38	15	15	-59.46%	-60.53%
Seat Belts Not Used	15	16	29	30	18	19	-37.93%	-36.67%
Seat Belts Used	7	7	9	11	12	14	33.33%	27.27%
Seat Belts Unknown	1	1	1	2	1	1	0.00%	-50.00%
Motorcycle Involved	4	4	2	2	1	1	-50.00%	-50.00%
ATV Involved	2	2	0	0	0	0	0.00%	0.00%
Helmets Used	2	2	0	0	0	0	0.00%	0.00%
Bicycle Involved	0	0	1	1	0	0	-100.00%	-100.00%
Pedestrian Involved	4	4	7	7	3	3	-57.14%	-57.14%
Commercial Vehicle Involved	3	3	6	7	9	9	50.00%	28.57%
Hazardous Materials Involved	0	0	0	0	2	2	0.00%	0.00%
Other than Dry Roads	5	5	11	12	15	16	36.36%	33.33%
Occurred During Daylight Hrs	13	14	24	25	20	22	-16.67%	-12.00%
Out of State Vehicle Involved	4	4	6	6	11	11	83.33%	83.33%

Table 2: This information is derived from the completed crash investigation.

CONFIRMED as of Jul 1st Jan 1 to Apr 30	2015		2016		2017	
Table 3: Percentages	Crashes	Deaths	Crashes	Deaths	Crashes	Deaths
Total For Time Period	33	34	49	53	35	38
Alcohol a Factor**	54.55%	55.88%	42.86%	45.28%	37.14%	39.47%
Drugs a Factor**	30.30%	29.41%	30.61%	30.19%	40.00%	42.11%
Speed a Factor	30.30%	29.41%	16.33%	18.87%	42.86%	44.74%
One Vehicle Crashes	66.67%	67.65%	75.51%	71.70%	42.86%	39.47%
Seat Belts Not Used	45.45%	47.06%	59.18%	56.60%	51.43%	50.00%
Seat Belts Used	21.21%	20.59%	18.37%	20.75%	34.29%	36.84%
Seat Belts Unknown	3.03%	2.94%	2.04%	3.77%	2.86%	2.63%
Motorcycle Involved	12.12%	11.76%	4.08%	3.77%	2.86%	2.63%
ATV Involved	6.06%	5.88%	0.00%	0.00%	0.00%	0.00%
Helmets Used	6.06%	5.88%	0.00%	0.00%	0.00%	0.00%
Bicycle Involved	0.00%	0.00%	2.04%	1.89%	0.00%	0.00%
Pedestrian Involved	12.12%	11.76%	14.29%	13.21%	8.57%	7.89%
Commercial Vehicle Involved	9.09%	8.82%	12.24%	13.21%	25.71%	23.68%
Hazardous Materials Involved	0.00%	0.00%	0.00%	0.00%	5.71%	5.26%
Other than Dry Roads	15.15%	14.71%	22.45%	22.64%	42.86%	42.11%
Occurred During Daylight Hrs	39.39%	41.18%	48.98%	47.17%	57.14%	57.89%
Out-of-State Veh. Involved	12.12%	11.76%	12.24%	11.32%	31.43%	28.95%

Table 3: This information is the percent of the total for the time period. For example, from January 1st to July 31st there were 106 fatalities. Of these 106 fatalities, 44.34% had alcohol as a confirmed contributing factor.

* Seat Belts Unknown - The investigation is complete but belt use was unable to be determined, such as in a car fire.

** For the specific time period listed on tables 2 & 3, the alcohol and drug test results for 4 crashes in 2017 are still pending.



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SUSPECTED and Latest Jan 1 to Jul 31	2015		2016		2017		Percent Change	
Table 4: Category Stats	Crashes	Deaths	Crashes	Deaths	Crashes	Deaths	Crashes	Deaths
Total for Time Period	100	108	98	106	96	105	-2.04%	-0.94%
Alcohol Suspected	47	51	48	55	34	37	-29.17%	-32.73%
Drugs Suspected	34	39	36	39	18	20	-50.00%	-48.72%
Speed Suspected	30	32	32	38	42	46	31.25%	21.05%
One Vehicle Crashes	76	80	76	79	57	60	-25.00%	-24.05%
Seat Belts Not Used	55	61	50	52	45	48	-10.00%	-7.69%
Seat Belts Used	22	23	20	23	23	29	15.00%	26.09%
Seat Belts Unknown	1	2	3	6	2	2	-33.33%	-66.67%
Motorcycle Involved	13	13	8	8	16	16	100.00%	100.00%
ATV Involved	3	3	6	6	3	3	-50.00%	-50.00%
Helmets Used	4	4	4	4	6	6	50.00%	50.00%
Bicycle Involved	1	1	2	2	1	1	-50.00%	-50.00%
Pedestrian Involved	6	6	8	8	6	6	-25.00%	-25.00%
Commercial Vehicle Involved	8	11	10	13	11	12	10.00%	-7.69%
Hazardous Materials Involved	0	0	0	0	2	2	0.00%	0.00%
Other than Dry Roads	12	12	17	20	22	24	29.41%	20.00%
Occurred During Daylight Hrs	57	65	53	54	68	75	28.30%	38.89%
Out of State Vehicle Involved	19	25	13	15	25	30	92.31%	100.00%

Table 4: This information is derived from the preliminary investigation at the scene of the crash.

SUSPECTED and Latest Jan 1 to Jul 31	2015		2016		2017	
Table 5: Percentages	Crashes	Deaths	Crashes	Deaths	Crashes	Deaths
Total For Time Period	100	108	98	106	96	105
Alcohol Suspected	47.00%	47.22%	48.98%	51.89%	35.42%	35.24%
Drugs Suspected	34.00%	36.11%	36.73%	36.79%	18.75%	19.05%
Speed Suspected	30.00%	29.63%	32.65%	35.85%	43.75%	43.81%
One Vehicle Crashes	76.00%	74.07%	77.55%	74.53%	59.38%	57.14%
Seat Belts Not Used	55.00%	56.48%	51.02%	49.06%	46.88%	45.71%
Seat Belts Used	22.00%	21.30%	20.41%	21.70%	23.96%	27.62%
Seat Belts Unknown	1.00%	1.85%	3.06%	5.66%	2.08%	1.90%
Motorcycle Involved	13.00%	12.04%	8.16%	7.55%	16.67%	15.24%
ATV Involved	3.00%	2.78%	6.12%	5.66%	3.13%	2.86%
Helmets Used	4.00%	3.70%	4.08%	3.77%	6.25%	5.71%
Bicycle Involved	1.00%	0.93%	2.04%	1.89%	1.04%	0.95%
Pedestrian Involved	6.00%	5.56%	8.16%	7.55%	6.25%	5.71%
Commercial Vehicle Involved	8.00%	10.19%	10.20%	12.26%	11.46%	11.43%
Hazardous Materials Involved	0.00%	0.00%	0.00%	0.00%	2.08%	1.90%
Other than Dry Roads	12.00%	11.11%	17.35%	18.87%	22.92%	22.86%
Occurred During Daylight Hrs	57.00%	60.19%	54.08%	50.94%	70.83%	71.43%
Out-of-State Veh. Involved	19.00%	23.15%	13.27%	14.15%	26.04%	28.57%

Table 5: This information is the percent of the total for the time period. For example, from January 1st to July 31st there were 106 fatalities. Of these 106 fatalities, 44.34% had alcohol as a confirmed contributing factor.



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Table 6: Deaths	DISTRICT 1 - MISSOULA				DISTRICT 2 - GREAT FALLS			
Route	2015	2016	2017	AVG.	2015	2016	2017	AVG.
INTERSTATE	3	2	3	2.7	2	4	1	2.3
PRIMARY	9	2	3	4.7	9	2	1	4.0
RURAL	5	4	2	3.7	3	1	1	1.7
SECONDARY	0	1	0	0.3	1	1	1	1.0
URBAN	0	0	2	0.7	1	1	0	0.7
TOTAL DEATHS	17	9	10	12.0	16	9	4	9.7
	DISTRICT 3 - BUTTE				DISTRICT 4 - BILLINGS			
INTERSTATE	2	3	9	4.7	3	5	3	3.7
PRIMARY	8	1	6	5.0	9	4	4	5.7
RURAL	0	4	1	1.7	3	9	3	5.0
SECONDARY	0	1	2	1.0	4	7	2	4.3
URBAN	2	0	1	1.0	1	5	0	2.0
TOTAL DEATHS	12	9	19	13.3	20	30	12	20.7
	DISTRICT 5 - GLENDIVE				DISTRICT 6 - KALISPELL			
INTERSTATE	2	4	3	3.0	0	0	0	0.0
PRIMARY	3	9	9	7.0	4	10	9	7.7
RURAL	5	4	2	3.7	4	6	5	5.0
SECONDARY	1	0	3	1.3	2	3	1	2.0
URBAN	0	0	0	0.0	0	0	1	0.3
TOTAL DEATHS	11	17	17	15.0	10	19	16	15.0
	DISTRICT 7 - BOZEMAN				DISTRICT 8 - HAVRE			
INTERSTATE	1	2	4	2.3	0	1	0	0.3
PRIMARY	1	4	4	3.0	3	1	4	2.7
RURAL	2	2	5	3.0	5	2	7	4.7
SECONDARY	2	0	2	1.3	6	1	1	2.7
URBAN	1	0	0	0.3	1	0	0	0.3
TOTAL DEATHS	7	8	15	10.0	15	5	12	10.7
	ALL DISTRICTS							
INTERSTATE	13	21	23	19.0				
PRIMARY	46	33	40	39.7				
RURAL	27	32	26	28.3				
SECONDARY	16	14	12	14.0				
URBAN	6	6	4	5.3				
TOTAL DEATHS	108	106	105	106.3				



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Table 7: Crashes	DISTRICT 1 - MISSOULA				DISTRICT 2 - GREAT FALLS			
Route	2015	2016	2017	AVG.	2015	2016	2017	AVG.
INTERSTATE	3	2	3	2.7	2	2	1	1.7
PRIMARY	9	2	3	4.7	9	2	1	4.0
RURAL	5	4	2	3.7	3	1	1	1.7
SECONDARY	0	1	0	0.3	1	1	1	1.0
URBAN	0	0	2	0.7	1	1	0	0.7
TOTAL CRASHES	17	9	10	12.0	16	7	4	9.0
	DISTRICT 3 - BUTTE				DISTRICT 4 - BILLINGS			
INTERSTATE	2	3	6	3.7	3	4	3	3.3
PRIMARY	5	1	5	3.7	8	4	3	5.0
RURAL	0	4	1	1.7	2	9	3	4.7
SECONDARY	0	1	2	1.0	4	7	2	4.3
URBAN	2	0	1	1.0	1	5	0	2.0
TOTAL CRASHES	9	9	15	11.0	18	29	11	19.3
	DISTRICT 5 - GLENDIVE				DISTRICT 6 - KALISPELL			
INTERSTATE	2	2	1	1.7	0	0	0	0.0
PRIMARY	3	8	9	6.7	4	10	9	7.7
RURAL	5	4	2	3.7	4	4	5	4.3
SECONDARY	1	0	3	1.3	2	3	1	2.0
URBAN	0	0	0	0.0	0	0	1	0.3
TOTAL CRASHES	11	14	15	13.3	10	17	16	14.3
	DISTRICT 7 - BOZEMAN				DISTRICT 8 - HAVRE			
INTERSTATE	1	2	4	2.3	0	1	0	0.3
PRIMARY	1	4	4	3.0	3	1	3	2.3
RURAL	2	2	5	3.0	4	2	6	4.0
SECONDARY	2	0	2	1.3	4	1	1	2.0
URBAN	1	0	0	0.3	1	0	0	0.3
TOTAL CRASHES	7	8	15	10.0	12	5	10	9.0
	ALL DISTRICTS							
INTERSTATE	13	16	18	15.7				
PRIMARY	42	32	37	37.0				
RURAL	25	30	25	26.7				
SECONDARY	14	14	12	13.3				
URBAN	6	6	4	5.3				
TOTAL CRASHES	100	98	96	98.0				



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